Kensington Expressway Preliminary Design Volume to Capacity Ratio Comparison between Existing Infrastruture and Concept 10 for years 2019 and 2045

Segment				2019 Traffic					
				AM Peak Hour			PM Peak Hour		
Roadway	Start	End	Direction	Existing (2019 AM)	Conc 10 (2019 AM)	% Change (2019 AM)	Existing (2019 PM)	Conc 10 (2019 PM)	% Change (2019 PM)
NYS Rte. 33	Harlem Road	I-90	EB	0.64	0.58	-9%	0.93	0.81	-13%
NYS Rte. 33	I-90	Harlem Road	WB	0.85	0.71	-16%	0.9	0.77	-14%
NYS Rte. 33	Bailey Ave	Harlem Road	EB	0.6	0.51	-15%	0.97	0.79	-19%
NYS Rte. 33	Harlem Road	Bailey Ave	WB	0.89	0.7	-21%	0.86	0.69	-20%
NYS Rte. 33	Grider St	Bailey Ave	EB	0.61	0.46	-25%	1.02	0.72	-29%
NYS Rte. 33	Bailey Ave	Grider St	WB	0.94	0.63	-33%	0.88	0.59	-33%
NYS Rte. 33	Rt 198	Grider St	EB	0.93	1.27	37%	1.31	1.74	33%
NYS Rte. 33	Grider St	Rt 198	WB	0.89	0.47	-47%	0.85	0.45	-47%
NYS Rte. 198, Scajaquada	Main St	NYS Route 33	EB	0.51	0.67	31%	0.62	0.79	27%
NYS Rte. 198, Scajaquada	NYS Route 33	Main St	WB	1.56	1.51	-3%	1.57	1.45	-8%
NYS Rte. 198, Scajaquada	Parkside Ave	Main St	EB	0.87	1.16	33%	0.98	0.71	-28%
NYS Rte. 198, Scajaquada	Main St	Parkside Ave	WB	0.57	0.7	23%	1.45	1.11	-23%
NYS Rte. 198, Scajaquada	NYS Route 384	Parkside Ave	EB	0.97	0.95	-2%	1.14	1.12	-2%
NYS Rte. 198, Scajaquada	Parkside Ave	NYS Route 384	WB	0.96	0.99	3%	1.1	1.1	0%
I-290	Main St	I-90	EB	0.56	0.55	-2%	0.66	0.65	-2%
I-290	I-90	Main St	WB	0.29	0.29	0%	0.33	0.35	6%
I-290	NYS Route 324	Main St	EB	0.73	0.71	-3%	0.91	0.89	-2%
I-290	Main St	NYS Route 324	WB	0.8	0.77	-4%	0.91	0.89	-2%
I-290	NYS Route 263	NYS Route 324	EB	0.77	0.76	-1%	0.99	0.99	0%
I-290	NYS Route 324	NYS Route 263	WB	0.88	0.86	-2%	0.99	0.98	-1%
I-90, Thruway	NYS Route 33	Cleveland Dr	EB	0.71	0.71	0%	0.87	0.86	-1%
I-90, Thruway	Cleveland Dr	NYS Route 33	WB	0.77	0.76	-1%	0.91	0.9	-1%
I-90, Thruway	Walden Ave	NYS Route 33	EB	0.93	0.99	6%	1.03	1.12	9%
I-90, Thruway	NYS Route 33	Walden Ave	WB	0.82	0.91	11%	1.09	1.16	6%
I-90, Thruway	William St	Walden Ave	EB	0.96	1.02	6%	0.96	1.06	10%
I-90, Thruway	Walden Ave	William St	WB	0.7	0.8	14%	1.09	1.18	8%
I-90, Thruway	William St	William St	EB	0.9	0.96	7%	0.93	1.03	11%
I-90, Thruway	William St	I-190	WB	0.72	0.8	11%	1.06	1.15	8%
I-190	S Ogden Annex	I-90	EB	0.4	0.44	10%	0.85	0.91	7%
I-190	I-90	S Ogden Annex	WB	0.72	0.71	-1%	0.75	0.77	3%
I-190	Clinton St	S Ogden Annex	EB	0.41	0.44	7%	0.9	0.96	7%
I-190	S Ogden Annex	Clinton St	WB	0.72	0.71	-1%	0.61	0.66	8%
I-190	Smith St	Clinton St	EB	0.41	0.43	5%	0.92	0.96	4%
I-190	Clinton St	Smith St	WB	0.74	0.79	7%	0.61	0.66	8%
I-190	Hamburg St/Louisiana	Smith St	EB	0.43	0.44	2%	0.95	0.98	3%
I-190	Smith St	Hamburg St/Louisia	WB	0.77	0.81	5%	0.65	0.68	5%
I-190	Michigan Ave	Hamburg St/Louisia	EB	0.45	0.46	2%	0.9	0.91	1%
I-190	Hamburg St/Louisiana	Michigan Ave	WB	0.73	0.76	4%	0.66	0.68	3%
William St	Harlem Road	I-90	EB	0.48	0.48	0%	0.59	0.61	3%
William St	I-90	Harlem Road	WB	0.44	0.48	9%	0.51	0.53	4%
William St	Bailey Ave	Harlem Road	EB	0.25	0.26	4%	0.49	0.51	4%
William St	Harlem Road	Bailey Ave	WB	0.39	0.42	8%	0.33	0.4	21%
William St	Fillmore Ave	Bailey Ave	EB	0.39	0.38	-3%	0.65	0.65	0%
William St	Bailey Ave	Fillmore Ave	WB	0.56	0.56	0%	0.57	0.57	0%
William St	Jefferson Ave	Fillmore Ave	EB	0.23	0.24	4%	0.39	0.44	13%
William St	Fillmore Ave	Jefferson Ave	WB	0.31	0.36	16%	0.32	0.38	19%
William St	Michigan Ave	Jefferson Ave	EB	0.1	0.12	20%	0.18	0.22	22%
William St	Jefferson Ave	Michigan Ave	WB	0.15	0.19	27%	0.15	0.22	47%
Walden Ave	Harlem Road	I-90	EB	0.53	0.55	4%	0.87	0.88	1%

Legend:

Red: V/C > 1.0,

Orange: 0.9 < V/C < 1.0

Yellow: 0.8< V/C 0.9

Green: V/C < 0.8

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Segment				2019 Traffic					
				AM Peak Hour			PM Peak Hour		
Roadway	Start	End	Direction	Existing (2019 AM)	Conc 10 (2019 AM)	% Change (2019 AM)	Existing (2019 PM)	Conc 10 (2019 PM)	% Change (2019 PM)
Walden Ave	I-90	Harlem Road	WB	0.76	0.79	4%	0.8	0.83	4%
Walden Ave	Bailey Ave	Harlem Road	EB	0.43	0.49	14%	0.67	0.75	12%
Walden Ave	Harlem Road	Bailey Ave	WB	0.55	0.64	16%	0.6	0.68	13%
Walden Ave	Sycamore Ave	Bailey Ave	EB	0.42	0.5	19%	0.75	0.89	19%
Walden Ave	Bailey Ave	Sycamore Ave	WB	0.68	0.82	21%	0.65	0.76	17%
Walden Ave	Genesee St	Sycamore Ave	EB	0.25	0.21	-16%	0.44	0.5	14%
Walden Ave	Sycamore Ave	Genesee St	WB	0.41	0.48	17%	0.37	0.41	11%
Sycamore Ave	Fillmore Ave	Walden Ave	EB	0.24	0.31	29%	0.43	0.6	40%
Sycamore Ave	Walden Ave	Fillmore Ave	WB	0.36	0.49	36%	0.38	0.53	39%
Sycamore Ave	Jefferson Ave	Fillmore Ave	EB	0.18	0.3	67%	0.31	0.56	81%
Sycamore Ave	Fillmore Ave	Jefferson Ave	WB	0.31	0.49	58%	0.29	0.5	72%
Sycamore Ave	Michigan Ave	Jefferson Ave	EB	0.09	0.18	100%	0.22	0.32	45%
Sycamore Ave	Jefferson Ave	Michigan Ave	WB	0.18	0.28	56%	0.19	0.3	58%
Genesee St	Harlem Road	NYS Route 33	EB	0.39	0.4	3%	0.5	0.52	4%
Genesee St	NYS Route 33	Harlem Road	WB	0.37	0.38	3%	0.52	0.55	6%
Genesee St	Bailey Ave	Harlem Road	EB	0.33	0.37	12%	0.58	0.66	14%
Genesee St	Harlem Road	Bailey Ave	WB	0.53	0.62	17%	0.5	0.58	16%
Genesee St	Fillmore Ave	Bailey Ave	EB	0.31	0.56	81%	0.47	0.76	62%
Genesee St	Bailey Ave	Fillmore Ave	WB	0.43	0.62	44%	0.45	0.72	60%
Genesee St	Jefferson Ave	Fillmore Ave	EB	0.08	0.28	250%	0.23	0.53	130%
Genesee St	Fillmore Ave	Jefferson Ave	WB	0.24	0.49	104%	0.23	0.49	113%
Genesee St	Michigan Ave	Jefferson Ave	EB	0.11	0.26	136%	0.18	0.38	111%
Genesee St	Jefferson Ave	Michigan Ave	WB	0.18	0.34	89%	0.19	0.35	84%
Broadway	Harlem Road	Dick Road	EB	0.25	0.25	0%	0.54	0.53	-2%
Broadway	Dick Road	Harlem Road	WB	0.49	0.49	0%	0.44	0.45	2%
Broadway	Bailey Ave	Harlem Road	EB	0.33	0.36	9%	0.58	0.63	9%
Broadway	Harlem Road	Bailey Ave	WB	0.48	0.54	13%	0.51	0.58	14%
Broadway	Fillmore Ave	Bailey Ave	EB	0.37	0.38	3%	0.6	0.6	0%
Broadway	Bailey Ave	Fillmore Ave	WB	0.49	0.49	0%	0.53	0.54	2%
Broadway	Jefferson Ave	Fillmore Ave	EB	0.2	0.23	15%	0.33	0.37	12%
Broadway	Fillmore Ave	Jefferson Ave	WB	0.29	0.33	14%	0.3	0.33	10%
Broadway	Michigan Ave	Jefferson Ave	EB	0.14	0.21	50%	0.17	0.29	71%
Broadway	Jefferson Ave	Michigan Ave	WB	0.15	0.23	53%	0.17	0.26	53%
Main St	NYS Route 198	I-290	NB	0.45	0.45	0%	0.53	0.53	0%
Main St	I-290	NYS Route 198	SB	0.37	0.37	0%	0.46	0.45	-2%
Main St	E Ferry St	NYS Route 198	NB	0.45	0.6	33%	0.71	0.97	37%
Main St	NYS Route 198	E Ferry St	SB	0.66	1.04	58%	0.72	1.06	47%
Main St	Tupper St	E Ferry St	NB	0.36	0.32	-11%	0.28	0.26	-7%
Main St	E Ferry St	Tupper St	SB	0.24	0.24	0%	0.51	0.48	-6%
Kensington Ave	Harlem Road	I-290	EB	0.41	0.41	0%	0.49	0.48	-2%
Kensington Ave	I-290	Harlem Road	WB	0.41	0.39	-5%	0.5	0.48	-4%
Kensington Ave	Bailey Ave	Harlem Road	EB	0.5	0.56	12%	0.78	0.9	15%
Kensington Ave	Harlem Road	Bailey Ave	WB	0.68	0.82	21%	0.7	0.84	20%
Kensington Ave	Fillmore Ave	Bailey Ave	EB	0.29	0.39	34%	0.58	0.76	31%
Kensington Ave	Bailey Ave	Fillmore Ave	WB	0.5	0.66	32%	0.42	0.55	31%
Kensington Ave	Main St	Fillmore Ave	EB	0.42	0.41	-2%	0.59	0.7	19%
Kensington Ave	Fillmore Ave	Main St	WB	0.39	0.51	31%	0.54	0.59	9%
Jefferson Ave	E Ferry St	Main St	NB	0.34	0.44	29%	0.46	0.63	37%
Jefferson Ave	Main St	E Ferry St	SB	0.33	0.64	94%	0.35	0.62	77%

Legend:

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Kensington Expressway Preliminary Design Volume to Capacity Ratio Comparison between Existing Infrastruture and Concept 10 for years 2019

Segment				2019 Traffic					
				AM Peak Hour			PM Peak Hour		
Roadway	Start	End	Direction	Existing (2019 AM)	Conc 10 (2019 AM)	% Change (2019 AM)	Existing (2019 PM)	Conc 10 (2019 PM)	% Change (2019 PM)
Jefferson Ave	Best St	E Ferry St	NB	0.18	0.31	72%	0.22	0.44	100%
Jefferson Ave	E Ferry St	Best St	SB	0.2	0.44	120%	0.26	0.53	104%
Jefferson Ave	Genesee St	Best St	NB	0.68	0.78	15%	0.71	0.65	-8%
Jefferson Ave	Best St	Genesee St	SB	0.48	0.26	-46%	0.77	0.57	-26%
Jefferson Ave	Sycamore Ave	Genesee St	NB	0.27	0.3	11%	0.28	0.31	11%
Jefferson Ave	Genesee St	Sycamore Ave	SB	0.21	0.15	-29%	0.29	0.29	0%
Jefferson Ave	Broadway	Sycamore Ave	NB	0.23	0.23	0%	0.26	0.27	4%
Jefferson Ave	Sycamore Ave	Broadway	SB	0.19	0.16	-16%	0.27	0.27	0%
Jefferson Ave	William St	Broadway	NB	0.34	0.32	-6%	0.39	0.34	-13%
Jefferson Ave	Broadway	William St	SB	0.28	0.23	-18%	0.34	0.32	-6%
Fillmore Ave	E Ferry St	Kensington Ave	NB	0.25	0.5	100%	0.58	0.88	52%
Fillmore Ave	Kensington Ave	E Ferry St	SB	0.65	0.94	45%	0.5	0.77	54%
Fillmore Ave	Best St	E Ferry St	NB	0.35	0.51	46%	0.34	0.57	68%
Fillmore Ave	E Ferry St	Best St	SB	0.27	0.4	48%	0.44	0.58	32%
Fillmore Ave	Sycamore Ave	Best St	NB	0.42	0.48	14%	0.46	0.51	11%
Fillmore Ave	Best St	Sycamore Ave	SB	0.34	0.38	12%	0.52	0.56	8%
Fillmore Ave	Broadway	Sycamore Ave	NB	0.4	0.43	7%	0.43	0.46	7%
Fillmore Ave	Sycamore Ave	Broadway	SB	0.32	0.33	3%	0.48	0.53	10%
Fillmore Ave	William St	Broadway	NB	0.33	0.39	18%	0.32	0.44	38%
Fillmore Ave	Broadway	William St	SB	0.23	0.29	26%	0.38	0.5	32%
Bailey Ave	E Ferry St	Kensington Ave	NB	0.49	0.44	-10%	0.59	0.48	-19%
Bailey Ave	Kensington Ave	E Ferry St	SB	0.49	0.36	-27%	0.63	0.5	-21%
Bailey Ave	Genesee St	E Ferry St	NB	0.39	0.48	23%	0.42	0.58	38%
Bailey Ave	E Ferry St	Genesee St	SB	0.3	0.42	40%	0.45	0.59	31%
Bailey Ave	Walden Ave	Genesee St	NB	0.49	0.59	20%	0.56	0.76	36%
Bailey Ave	Genesee St	Walden Ave	SB	0.43	0.58	35%	0.58	0.75	29%
Bailey Ave	Broadway	Walden Ave	NB	0.72	0.78	8%	0.84	0.95	13%
Bailey Ave	Walden Ave	Broadway	SB	0.61	0.69	13%	0.85	0.96	13%
Bailey Ave	William St	Broadway	NB	0.48	0.53	10%	0.66	0.76	15%
Bailey Ave	Broadway	William St	SB	0.56	0.62	11%	0.65	0.76	17%
Best St	Fillmore Ave	Genesee St	EB	0.3	0.3	0%	0.5	0.6	20%
Best St	Genesee St	Fillmore Ave	WB	0.45	0.54	20%	0.41	0.5	22%
Best St	Wohlers Ave	Fillmore Ave	EB	0.34	0.31	-9%	0.51	0.56	10%
Best St	Fillmore Ave	Wohlers Ave	WB	0.5	0.45	-10%	0.5	0.43	-14%
Best St	Jefferson Ave	Wohlers Ave	EB	0.3	0.32	7%	0.56	0.59	5%
Best St	Wohlers Ave	Jefferson Ave	WB	0.46	0.51	11%	0.39	0.46	18%

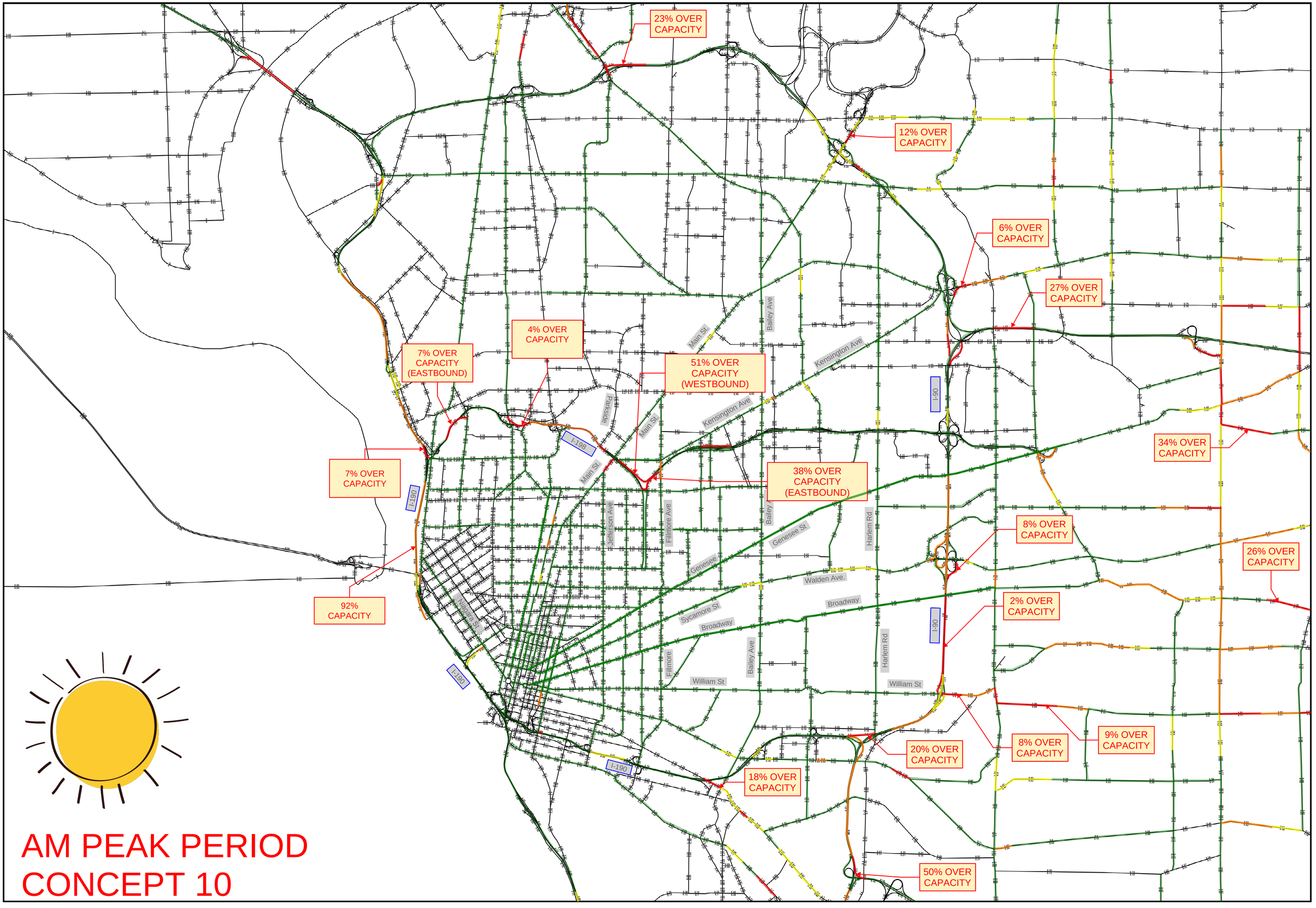
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Orange: 0.9 < V/C < 1.0

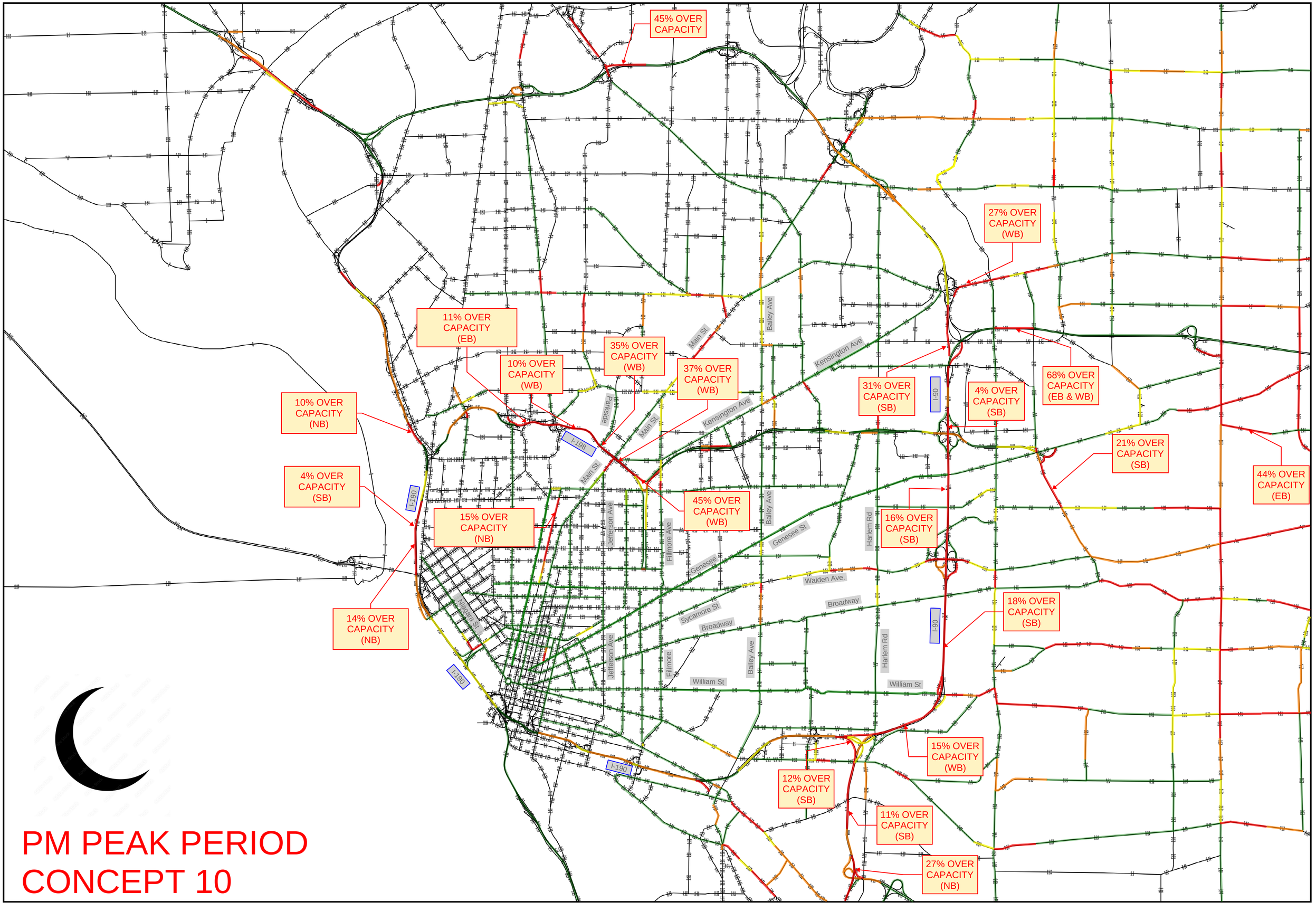
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Green: V/C < 0.8



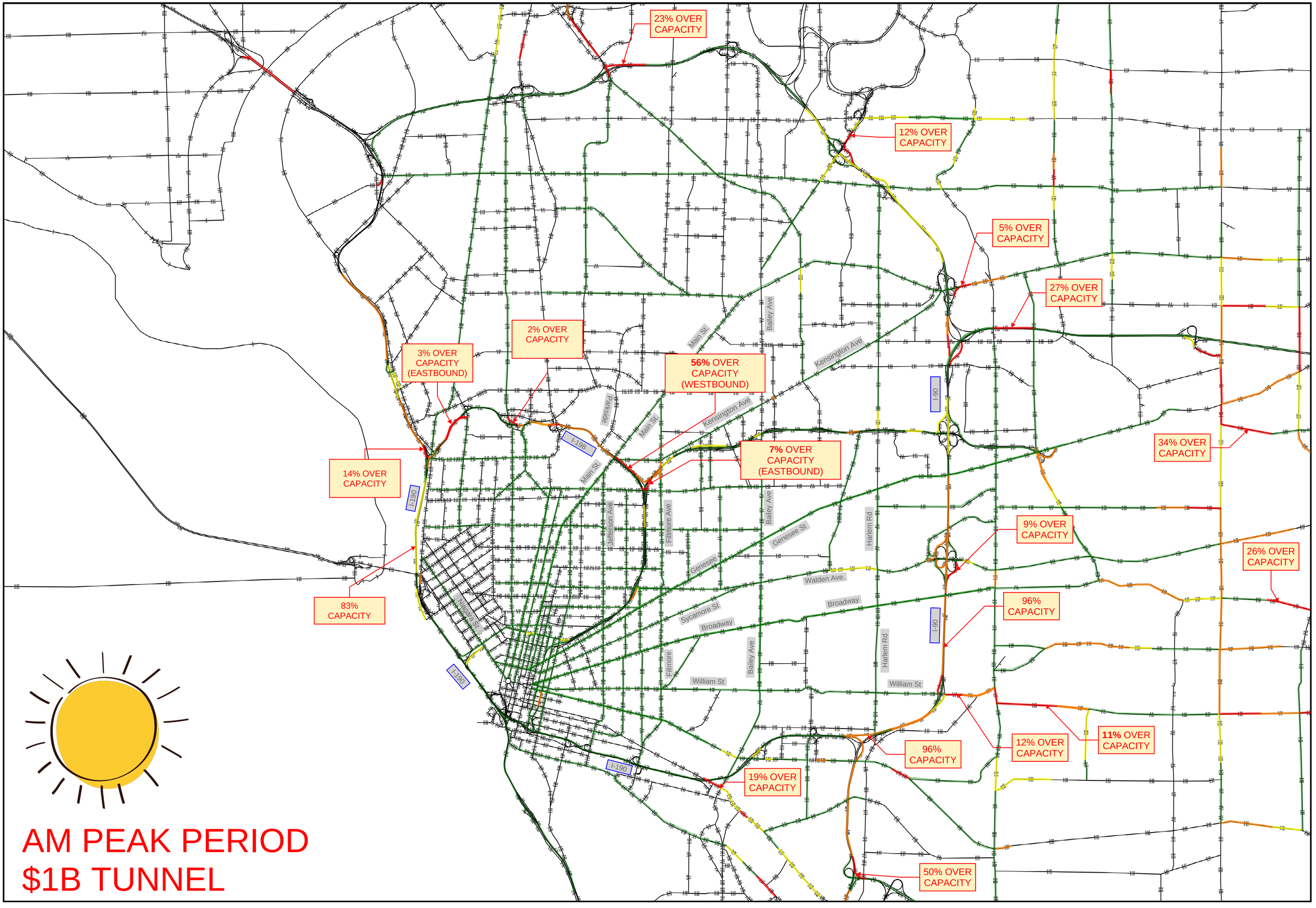
AM PEAK PERIOD
CONCEPT 10

RT 33 Analysis
Alternative 4 - Full Expressway Removal between RT 198 and Downtown
AM Peak Period VOC
GBNRTC Base Model (2019)
Prepared August 2022



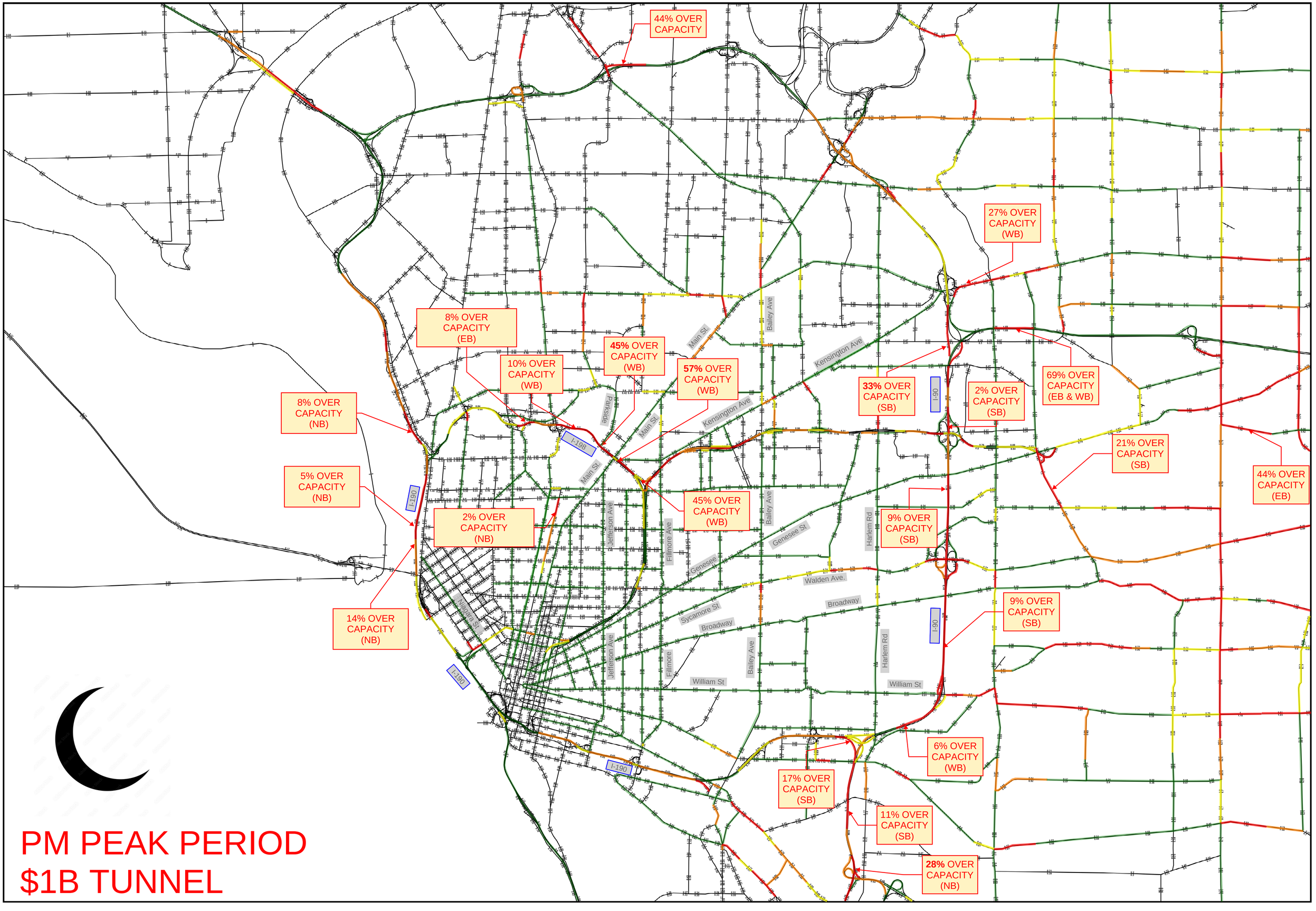
PM PEAK PERIOD
CONCEPT 10

RT 33 Analysis
Alternative 4 - Full Expressway Removal between RT 198 and Downtown
PM Peak Period VOC
GBNRTC Base Model (2019)
Prepared August 2022



AM PEAK PERIOD
$1B TUNNEL

RT 33 Analysis
GBNRTC 2019 Base Model
AM Peak Period VOC
Prepared August 2022



PM PEAK PERIOD
$1B TUNNEL

RT 33 Analysis
GBNRTC 2019 Base Model
PM Peak Period VOC
Prepared August 2022

INTERSECTION LOS
TUNNEL CONCEPT

Provided in NYSDOT
DDR/EA APPENDIX

#	Intersection	Control	Dir.	Lanes	AM Peak Hour		PM Peak Hour	
					2027	2047	2027	2047
1	Best Street & EB Ramps	S	EB	L	A (7.4)	A (7.7)	A (7.5)	B (12.2)
				LT/T	A (6.0)	A (6.3)	A (5.9)	A (9.2)
			WB	T/TR	D (48.7)	E (67.1)	F (89.6)	F (91.6)
			NB	LT	D (37.4)	D (38.0)	D (42.2)	D (46.7)
				R	A (7.7)	A (7.7)	A (7.2)	A (7.4)
				Overall	C (23.6)	C (30.0)	D (38.8)	D (41.6)
2	Best Street & WB Ramps	S	EB	T/TR	D (48.3)	D (53.0)	E (79.9)	F (187.9)
			WB	L	A (5.6)	A (5.6)	A (6.8)	A (5.4)
				T	A (4.9)	A (5.3)	A (7.3)	A (5.9)
			SB	LT	F (81.1)	F (92.9)	F (88.1)	F (88.4)
				R	C (31.8)	A (5.9)	D (41.4)	D (45.6)
				Overall	D (41.2)	D (38.7)	E (58.2)	F (100.9)
3	Best Street & Herman Street & West Parade Avenue	S	EB	L	A (7.8)	A (7.5)	A (7.4)	A (7.1)
				T	D (53.5)	E (57.9)	C (28.1)	D (44.5)
				R	A (2.1)	A (1.8)	A (2.1)	A (2.2)
			WB	LTR	D (39.2)	D (36.0)	C (34.5)	C (33.2)
			NB	LTR	B (16.2)	B (18.5)	B (19.6)	C (21.2)
			SB	LT	B (16.2)	B (18.6)	B (19.3)	C (20.7)
				R	A (2.3)	A (3.4)	A (4.5)	A (4.8)
				Overall	D (36.7)	D (37.4)	C (25.4)	C (30.6)
4	Humboldt Parkway SB & Northampton Street	S	EB	LTR	A (8.3)	B (10.7)	D (46.7)	B (16.6)
			WB	LTR	A (5.5)	A (5.5)	A (9.6)	A (5.8)
			NB	LTR	A (5.0)	A (6.4)	A (3.9)	A (7.8)
			SB	LTR	A (7.9)	B (12.6)	A (6.4)	B (15.9)
				Overall	A (7.8)	B (11.2)	B (16.0)	B (13.6)
5	Humboldt Parkway NB & Northampton Street	S	EB	LT	B (11.8)	B (15.8)	C (28.1)	B (19.8)
			WB	TR	B (10.7)	A (9.4)	C (34.0)	B (12.1)
			NB	LTR	A (4.5)	A (5.7)	A (3.3)	A (6.3)
				Overall	B (10.1)	B (13.1)	C (29.5)	B (17.0)
6	Humboldt Parkway SB & E Utica Street	S	EB	TR	B (10.5)	B (10.4)	B (12.9)	B (15.7)
			WB	L	A (9.1)	A (9.1)	A (8.7)	B (10.4)
				T	A (8.4)	A (8.4)	A (8.6)	B (10.1)
			SB	LT/TR	A (7.0)	A (7.4)	B (13.9)	B (12.7)
				Overall	A (7.9)	A (8.2)	B (12.8)	B (13.1)
7	Humboldt Parkway NB & E Utica Street	S	EB	L	A (9.6)	A (9.6)	A (9.6)	B (11.1)
				T	A (9.4)	A (9.3)	A (8.3)	A (9.5)
			WB	TR	B (12.1)	B (12.1)	A (9.3)	B (11.2)
			NB	LT	A (5.7)	A (5.9)	A (8.4)	A (8.2)
				R	A (2.4)	A (2.4)	A (3.2)	A (3.0)
				Overall	A (7.9)	A (8.0)	A (8.4)	A (9.2)
8	Humboldt Parkway SB & E Ferry Street	S	EB	TR	B (15.0)	B (15.3)	B (19.1)	C (27.5)
			WB	L	A (8.5)	A (8.8)	B (13.6)	C (27.0)
				T	A (6.8)	A (6.8)	A (7.7)	A (7.9)
			SB	LT	C (20.6)	C (26.8)	F (87.0)	F (86.0)
				R	A (3.0)	A (3.1)	A (3.2)	A (3.1)
				Overall	B (12.7)	B (15.1)	D (39.0)	D (41.5)
9	Humboldt Parkway NB & E Ferry Street	S	EB	L	C (25.6)	C (29.9)	E (69.3)	F (119.0)
				T	B (12.7)	B (12.9)	C (25.4)	D (49.1)
			WB	TR	B (12.7)	B (12.9)	B (14.5)	B (15.2)
			NB	LT	B (10.2)	B (10.4)	B (14.7)	B (12.6)
				R	A (3.7)	A (3.7)	A (3.8)	A (3.3)
				Overall	B (14.6)	B (15.7)	C (28.2)	D (44.4)
10	Jefferson Avenue & Cherry Street & EB On Ramp	S	EB	LTR	A (8.3)	A (8.3)	A (6.8)	A (7.6)
			NB	T/TR	A (6.6)	A (6.8)	A (4.2)	A (4.1)
			SB	LT/T	B (10.7)	B (13.2)	B (16.5)	B (19.8)
				Overall	A (8.9)	B (10.2)	B (11.5)	B (13.5)
11	Jefferson Avenue & BNFC Drive & WB Off Ramp	S	WB	LTR	C (29.5)	C (34.3)	D (46.9)	E (57.7)
			NB	LT/T	A (5.8)	A (6.0)	A (4.2)	A (4.2)
			SB	T/TR	A (9.5)	A (9.8)	A (7.7)	A (7.6)
				Overall	B (17.8)	C (20.1)	B (16.0)	B (18.5)

#	Intersection	Control	Dir.	Lanes	AM Peak Hour		PM Peak Hour	
					2027	2047	2027	2047
12	Jefferson Avenue & Genesee Street	S	EB	LT/TR	B (10.6)	B (10.5)	B (10.9)	B (11.0)
			WB	LT/TR	B (11.8)	B (11.9)	A (9.9)	A (10.0)
			NB	LT/TR	A (6.2)	A (6.4)	A (6.5)	A (6.8)
			SB	LT/TR	A (6.1)	A (6.4)	A (6.6)	A (7.0)
				Overall	A (7.8)	A (8.0)	A (7.7)	A (7.9)
13	Herman Street & Genesee Street	S	EB	LT/TR	A (5.5)	A (5.6)	A (7.8)	A (8.1)
			WB	LT/TR	A (5.8)	A (6.0)	A (8.0)	A (8.4)
			NB	LTR	B (11.2)	B (11.2)	B (10.0)	B (10.0)
			SB	LTR	B (14.6)	B (14.7)	B (17.2)	B (17.5)
				Overall	A (8.0)	A (8.1)	B (10.5)	B (10.8)
14	Reed Street & Rich Street & Genesee Street	S	EB	LT/T	A (1.3)	A (1.3)	A (2.7)	A (2.8)
			WB	T/TR	A (1.3)	A (1.4)	A (2.7)	A (2.7)
			NB	LTR	B (12.0)	B (11.7)	A (10.0)	A (9.9)
			SB	LR	A (1.3)	A (1.3)	A (5.0)	A (5.2)
				Overall	A (1.7)	A (1.7)	A (3.2)	A (3.3)
15	Fillmore Avenue & Genesee Street	S	EB	LT/TR	A (9.7)	A (9.7)	B (14.9)	B (11.9)
			WB	LT/TR	B (13.4)	B (13.5)	B (16.5)	B (13.3)
			NB	LTR	A (9.0)	A (9.6)	B (11.9)	B (17.4)
			SB	LTR	A (9.6)	A (10.2)	B (11.1)	B (14.7)
				Overall	B (10.6)	B (11.0)	B (13.5)	B (14.4)
16	Fillmore Avenue & Best Street	S	EB	LTR	C (32.2)	C (33.3)	F (95.7)	F (90.0)
			WB	LTR	B (16.1)	B (15.9)	E (76.6)	E (72.8)
			NB	LTR	B (14.9)	B (18.8)	E (64.0)	F (94.5)
			SB	LT	A (2.9)	A (3.3)	A (5.2)	A (5.7)
				R	A (0.2)	A (0.2)	A (0.2)	A (0.3)
				Overall	B (18.8)	C (20.0)	E (68.0)	E (72.1)
17	Fillmore Avenue & East Park	S	EB	L	A (8.2)	A (8.0)	B (10.8)	A (8.4)
				R	A (6.3)	A (6.0)	A (6.2)	A (5.1)
			NB	T	A (4.8)	A (5.5)	A (7.0)	A (5.5)
			SB	T	A (9.0)	B (10.5)	B (13.6)	B (11.1)
				Overall	A (7.0)	A (8.1)	B (10.2)	A (8.3)
18	Fillmore Avenue & MLK Park	S	EB	L	B (14.5)	B (14.3)	B (16.5)	B (16.5)
				R	A (8.5)	A (8.3)	B (10.5)	B (10.4)
			NB	T	A (1.6)	A (1.6)	A (1.5)	A (1.5)
			SB	T	A (1.6)	A (1.7)	A (1.4)	A (1.4)
				Overall	A (2.2)	A (2.2)	A (1.7)	A (1.7)
19	Fillmore Avenue & Northampton Street	S	EB	LTR	B (12.2)	B (12.2)	B (12.6)	B (12.7)
			WB	LTR	B (11.1)	B (11.0)	B (10.4)	B (10.4)
			NB	LTR	A (3.4)	A (3.5)	A (5.6)	A (5.8)
			SB	LTR	A (3.8)	A (3.9)	A (5.3)	A (5.5)
				Overall	A (5.2)	A (5.3)	A (6.7)	A (6.9)
21	Fillmore Avenue & Riley Street & Urban Street	S	EB	LTR	A (0.5)	A (0.5)	A (2.5)	A (2.4)
			WB	LTR	A (3.6)	A (3.6)	A (7.1)	A (8.2)
			NB	LTR	A (1.2)	A (1.2)	A (2.2)	A (3.3)
			SB	LTR	A (1.4)	A (1.5)	A (2.1)	A (3.2)
				Overall	A (1.4)	A (1.4)	A (2.4)	A (3.5)
22	Fillmore Avenue & French Street	S	WB	LR	A (9.8)	A (9.7)	A (9.6)	A (8.0)
			NB	TR	A (2.6)	A (2.6)	A (3.6)	A (4.2)
			SB	LT	A (3.0)	A (3.2)	A (4.9)	A (5.8)
				Overall	A (3.4)	A (3.5)	A (4.7)	A (5.2)
23	Fillmore Avenue & E Utica Street	S	EB	LR	A (9.1)	A (9.0)	B (11.4)	A (9.6)
			NB	LT	A (5.4)	A (5.6)	A (8.3)	A (10.0)
			SB	TR	A (5.0)	A (5.2)	A (5.6)	A (6.5)
				Overall	A (5.8)	A (6.0)	A (7.9)	A (8.6)
24	Fillmore Avenue & E Ferry Street	S	EB	LT/TR	B (11.1)	B (11.2)	B (10.6)	B (10.8)
			WB	LT/TR	B (10.6)	B (10.7)	B (11.9)	B (12.0)
			NB	LT/TR	A (4.8)	A (5.0)	A (6.0)	A (6.3)
			SB	LT/TR	A (5.1)	A (5.2)	A (5.9)	A (6.2)
				Overall	A (7.9)	A (8.0)	A (8.5)	A (8.7)

Intersection Level of Service
Build Condition

#	Intersection	Control	Dir.	Lanes	AM Peak Hour		PM Peak Hour	
					2027	2047	2027	2047
25	Fillmore Avenue & Northland Avenue	S	EB	LTR	B (10.4)	B (10.3)	A (8.4)	A (8.4)
			WB	LTR	B (12.1)	B (12.1)	B (13.9)	B (13.8)
			NB	LTR	A (3.4)	A (3.5)	A (6.3)	A (6.6)
			SB	LTR	A (4.0)	A (4.2)	A (6.7)	A (7.1)
				Overall	A (5.0)	A (5.1)	A (7.6)	A (7.9)
26	Fillmore Avenue & E Delavan Avenue	S	EB	LTR	B (19.6)	C (25.3)	C (22.7)	C (25.6)
			WB	LTR	B (14.6)	B (17.8)	B (14.2)	B (14.9)
			NB	LTR	A (7.4)	A (7.1)	B (10.9)	B (11.2)
			SB	LTR	B (11.0)	B (10.6)	B (12.5)	B (13.2)
				Overall	B (12.8)	B (14.4)	B (14.8)	B (16.0)
27	Humboldt Parkway NB & E Delavan Avenue	S	EB	LT/T	A (5.0)	A (3.9)	A (5.6)	A (7.8)
			WB	T/TR	A (5.6)	A (5.3)	A (6.3)	A (7.0)
			NB	LT	B (14.6)	B (17.8)	B (19.1)	B (15.5)
				R	A (4.2)	A (4.8)	A (4.1)	A (3.5)
				Overall	A (7.1)	A (7.3)	A (8.7)	A (8.9)
28	Humboldt Parkway SB & E Delavan Avenue	S	EB	TR	A (8.5)	A (8.2)	B (11.1)	B (15.3)
			WB	LT/T	A (4.2)	A (4.1)	A (5.1)	A (5.8)
			SB	LT	B (10.5)	B (12.8)	B (13.0)	B (10.5)
				R	A (1.9)	A (2.6)	A (4.8)	A (3.9)
				Overall	A (7.1)	A (7.1)	A (9.0)	B (11.2)
29	Jefferson Avenue & E Delavan Avenue	S	EB	LTR	B (18.9)	B (19.8)	C (23.4)	C (28.1)
			WB	LTR	B (10.7)	B (10.9)	B (12.0)	B (12.4)
			NB	LTR	A (7.2)	A (7.5)	B (11.0)	B (10.2)
			SB	LTR	A (5.6)	A (5.7)	A (8.8)	A (7.9)
				Overall	B (12.8)	B (13.3)	B (16.1)	B (17.9)
30	Jefferson Avenue & Northland	S	EB	LTR	B (10.3)	B (11.5)	B (11.2)	B (11.9)
			WB	LTR	A (8.9)	A (9.6)	A (9.2)	A (9.5)
			NB	LTR	A (2.0)	A (3.1)	A (3.5)	A (4.5)
			SB	LTR	A (1.9)	A (3.0)	A (3.5)	A (4.4)
				Overall	A (3.5)	A (4.6)	A (4.9)	A (5.8)
31	Jefferson Avenue & Brunswick Boulevard	S	WB	LR	B (12.6)	B (12.4)	B (11.7)	B (11.4)
			NB	TR	A (2.3)	A (2.4)	A (2.7)	A(2.8)
			SB	LT	A (2.5)	A (2.6)	A (2.7)	A (2.8)
				Overall	A (3.6)	A (3.7)	A (3.5)	A (3.6)
32	Jefferson Avenue & E Ferry Street	S	EB	LTR	B (10.8)	B (11.0)	B (12.4)	B (11.8)
			WB	LTR	C (21.0)	C (22.6)	C (23.0)	C (22.5)
			NB	LTR	B (12.2)	B (12.6)	B (15.7)	B (18.0)
			SB	LTR	B (12.0)	B (12.5)	B (14.1)	B (15.4)
				Overall	B (15.9)	B (16.8)	B (17.2)	B (17.8)
33	Jefferson Avenue & E Utica Street	S	EB	LTR	B (11.3)	B (11.4)	B (10.8)	B (10.9)
			WB	LTR	B (13.3)	B (13.4)	B (13.6)	B (13.9)
			NB	LTR	A (5.6)	A (5.8)	A (7.7)	A (8.2)
			SB	LTR	A (5.6)	A (5.8)	A (7.1)	A (7.4)
				Overall	A (8.3)	A (8.4)	A (9.1)	A (9.4)
34	Jefferson Avenue & Riley Street	S	EB	LTR	A (9.8)	B (10.9)	B (11.0)	B (11.0)
			WB	LTR	B (10.6)	B (11.6)	B (10.3)	B (10.3)
			NB	LTR	A (2.0)	A (3.1)	A (3.7)	A (3.8)
			SB	LTR	A (2.0)	A (3.2)	A (3.7)	A (3.8)
				Overall	A (3.2)	A (4.3)	A (4.6)	A (4.7)
35	Jefferson Avenue & Northampton Street	S	EB	LTR	B (11.2)	B (11.1)	B (11.3)	B (11.4)
			WB	LTR	B (12.7)	B (12.7)	B (10.8)	B (10.9)
			NB	LTR	A (4.4)	A (4.5)	A (5.2)	A (5.4)
			SB	LTR	A (4.4)	A (4.5)	A (5.2)	A (5.3)
				Overall	A (6.4)	A (6.4)	A (6.3)	A(6.5)
36	Jefferson Avenue & Best Street	S	EB	LT/TR	B (11.6)	B (11.7)	B (12.7)	B (12.8)
			WB	LT/TR	B (12.7)	B (12.9)	B (11.1)	B (11.2)
			NB	LT/TR	A (7.5)	A (7.7)	A (6.7)	A (7.1)
			SB	LT/TR	A (7.1)	A (7.3)	A (8.1)	A (8.5)
				Overall	B (10.6)	B (10.8)	B (10.0)	B (10.2)

#	Intersection	Control	Dir.	Lanes	AM Peak Hour		PM Peak Hour	
					2027	2047	2027	2047
37	Jefferson Avenue & E North Street	S	EB	LR	B (11.4)	B (13.3)	A (8.9)	B (12.7)
			NB	LT	A (6.5)	A (6.3)	A (7.0)	A (6.3)
			SB	TR	A (4.3)	A (4.1)	A (6.4)	A (5.8)
				Overall	A (6.6)	A (6.8)	A (7.2)	A (7.7)
38	Jefferson Avenue & High Street	S	EB	LTR	B (11.0)	B (10.8)	A (8.8)	B (14.4)
			WB	LTR	B (19.5)	B (19.9)	B (11.8)	C (22.3)
			NB	LTR	A (7.5)	A (8.2)	A (7.1)	A (6.1)
			SB	LTR	A (4.4)	A (4.6)	A (7.6)	A (6.5)
				Overall	A (8.6)	A (9.0)	A (8.1)	A (9.5)
39	Wohlers Avenue & E Ferry Street	S	EB	LTR	B (11.3)	B (11.3)	B (15.9)	B (16.4)
			WB	LTR	B (19.5)	C (20.4)	B (19.3)	C (20.1)
			NB	LTR	A (8.3)	A (8.6)	A (9.5)	A (9.9)
				Overall	B (15.9)	B (16.4)	B (16.9)	B (17.6)
40	Wohlers Avenue & E Utica Street	S	EB	LTR	B (12.9)	B (13.0)	B (14.4)	B (14.6)
			WB	LTR	B (12.9)	B (13.0)	B (13.1)	B (13.3)
			NB	LTR	A (3.9)	A (4.0)	A (4.9)	A (5.0)
			SB	LTR	A (4.4)	A (4.6)	A (4.9)	A (5.0)
				Overall	B (10.8)	B (10.9)	B (11.3)	B (11.4)
42	Humboldt Parkway SB & Glenwood Avenue	U	EB	R	B (11.2)	B (11.4)	B (12.2)	B (12.5)
			SB	T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
43	Humboldt Parkway SB & Riley Street	U	EB	TR	B (11.7)	B (12.0)	B (12.1)	B (12.4)
			WB	TL	B (13.4)	B (13.9)	B (13.8)	B (14.2)
		U	EB	R	B (11.0)	B (11.2)	B (11.3)	B (11.5)
44	Humboldt Parkway SB & Kingsley Street		SB	TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)
45	Dodge Street & W Parade Avenue	U	EB	T	A (7.7)	A (7.8)	A (8.1)	A (8.2)
			WB	T	A (8.0)	A (8.5)	A (7.9)	A (8.0)
			SB	LR	A (7.1)	A (7.3)	A (7.6)	A (7.6)
				Overall	A (7.8)	A (8.2)	A (8.0)	A (8.1)
46	Linden Park & Dodge Street & W Parade Avenue	U	WB	LT	A (7.4)	A (7.4)	A (7.6)	A (7.6)
			NB	LR	A (9.4)	A (9.5)	A (9.2)	A (9.2)
47	Humboldt Parkway NB & Riley Street	U	EB	TL	B (11.2)	B (11.1)	B (12.0)	B (12.2)
		U	WB	TR	B (10.6)	B (10.7)	B (11.2)	B (11.4)
48	Humboldt Parkway NB & Woeppel Street	U	WB	R	A (9.8)	A (9.9)	B (10.4)	B (10.6)
			NB	TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)
49	Humboldt Parkway NB & Woodlawn Avenue	U	WB	R	A (9.9)	B (10.0)	B (10.5)	B (10.6)
			NB	TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)
50	Humboldt Parkway SB & Florida Street	U	EB	R	A (9.2)	A (9.2)	A (9.8)	A (9.9)
		U	SB	TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)
51	Humboldt Parkway SB & Northland Avenue	U	EB	R	A (9.3)	A (9.4)	B (10.2)	B (10.3)
52	Humboldt Parkway SB & Brunswick Boulevard	U	EB	R	A (7.0)	A (7.0)	A (7.4)	A (7.5)
			SB	TR	A (8.1)	A (8.2)	A (9.4)	A(9.6)
				Overall	A (7.8)	A (7.9)	A (9.0)	A (9.2)
53	Humboldt Parkway SB & Goulding Avenue	U	EB	R	B (12.8)	B (13.2)	B (13.2)	B (13.6)
54	Humboldt Parkway NB & Sidney Street	U	WB	R	B (12.0)	B (12.3)	B (13.2)	C (15.0)
55	Humboldt Parkway NB & Northland Avenue	U	WB	R	B (12.4)	B (12.7)	B (13.8)	B (14.3)
56	Roehrer Avenue & E Ferry Street	U	WB	LT	A (0.2)	A (0.2)	A (0.5)	A (8.5)
			NB	LR	B (11.2)	B (11.4)	C (15.3)	C (16.1)
57	Roehrer Avenue & E Utica Street	U	EB	LTR	A (7.9)	A (7.9)	A (8.8)	A (9.0)
			WB	LTR	A (8.0)	A (8.0)	A (8.8)	A (8.9)
			NB	LTR	A (7.6)	A (7.6)	A (8.2)	A (8.3)
			SB	LTR	A (7.6)	A (7.6)	A (8.2)	A (8.3)
				Overall	A (7.9)	A (7.9)	A (8.7)	A (8.8)
58	Wohlers Avenue & Northampton Street	U	EB	LTR	A (7.7)	A (7.8)	A (8.6)	A (8.7)
			WB	LTR	A (7.7)	A (7.8)	A (8.4)	A (8.5)
			NB	LTR	A (7.7)	A (7.7)	A (8.6)	A (8.8)
			SB	LTR	A (7.6)	A (7.6)	A (8.2)	A (8.3)
				Overall	A (7.7)	A (7.7)	A (8.5)	A (8.6)

PIN 5512.52
Kensington Expressway

Intersection Level of Service
Build Condition

#	Intersection	Control	Dir.	Lanes	AM Peak Hour		PM Peak Hour	
					2027	2047	2027	2047
59	Roehrer Avenue & Northampton Street	U	EB	LTR	A (7.5)	A (7.5)	A (8.0)	A (8.1)
			WB	LTR	A (7.6)	A (7.6)	A (7.9)	A (8.0)
			NB	LTR	A (7.4)	A (7.4)	A (7.8)	A (7.8)
			SB	LTR	A (7.5)	A (7.5)	A (7.9)	A (7.9)
				Overall	A (7.5)	A (7.5)	A (7.9)	A (8.0)
60	Best Street & Wohlers Avenue	U	EB	LT	A (8.8)	A (8.9)	A (8.6)	A (8.7)
			SB	LR	C (20.3)	C (21.7)	C (21.8)	C (23.5)
61	Best Street & Roehrer Avenue	U	EB	LT	A (8.6)	A (8.7)	A (8.5)	A (8.6)
			SB	LR	C (18.1)	C (19.3)	C (22.6)	C (24.7)
62	Jefferson Avenue & Eaton Street & Kingsley Street	S	EB	LTR	B (13.1)	B (13.0)	A (9.1)	B (10.2)
			WB	LTR	B (13.9)	B (13.9)	A (9.2)	B (10.1)
			NB	LTR	A (1.6)	A (1.6)	A (2.2)	A (3.5)
			SB	LTR	A (1.6)	A (1.6)	A (2.2)	A (3.6)
				Overall	A (2.4)	A (2.4)	A (2.9)	A (4.2)
63	Humboldt Parkway SB & Winslow Ave	U	EB	LTR	B (11.7)	B (12.0)	B (12.8)	B (13.1)
			WB	LTR	B (13.1)	B (13.5)	B (14.9)	C (15.6)
64	Humboldt Parkway NB & Winslow Ave	U	EB	LTR	B (11.3)	B (11.3)	B (12.4)	B (12.7)
			WB	LTR	B (10.6)	B (10.6)	B (11.5)	B (11.7)
69	Humboldt Parkway SB & W. Parade Ave & Dodge Street	U	EB	LR	A (9.9)	B (10.0)	B (13.2)	B (13.7)
			NB	LT	A (7.8)	A (8.0)	A (7.9)	A (8.0)
				Overall	A (2.8)	A (3.9)	A (5.8)	A (6.0)
70	Humboldt Parkway SB & Butler Avenue	U	WB	LT	B (10.1)	B (10.2)	B (11.3)	B (11.5)

INTERSECTION LOS
TUNNEL CONCEPT

Provided in NYSDOT DDR/EA

Table 2.4-9: Existing and No Build Intersection Level of Service and Delay (sec)										
#	Intersection[1]	Control[2]	Dir.	Lanes[3]	AM Peak Hour[4]			PM Peak Hour		
					2021	2027	2047	2021	2027	2047
1	Best Street & EB Ramps	S	EB	LT/T	B (10.4)	D (37.4)	E (60.1)	E (57.5)	E (63.2)	F (86.6)
			WB	T/TR	A (3.9)	A (8.2)	A (9.2)	A (6.6)	A (5.4)	A (8.6)
			NB	LTR	B (19.8)	A (7.1)	A (7.7)	B (19.0)	B (16.5)	C (24.5)
		Overall			A (9.2)	C (22.5)	C (34.2)	C (33.5)	D (35.6)	D (49.4)
2	Best Street & WB Ramps	S	EB	T/TR	B (13.6)	B (13.2)	B (14.7)	B (11.7)	B (10.2)	B (13.6)
			WB	LT/T	A (9.3)	A (9.2)	B (10.1)	A (8.8)	A (7.5)	B (10.7)
			SB	LTR	E (69.7)	F (83.7)	F (85.0)	F (93.3)	F (111.3)	F (119.9)
		Overall			F (203.7)	D (45.4)	D (46.8)	D (42.3)	D (48.4)	D (53.7)
3	Best Street & Herman Street & West Parade Avenue	S	EB	LT/TR	B (10.4)	B (12.1)	B (12.1)	B (10.4)	B (13.9)	B (14.0)
			WB	LT/TR	C (20.8)	C (22.7)	C (21.9)	C (20.8)	C (25.1)	C (22.7)
			NB	LTR	B (12.3)	B (13.0)	B (15.2)	B (16.5)	B (15.2)	B (18.1)
			SB	LTR	A (9.2)	A (9.2)	B (11.3)	B (15.8)	B (13.9)	B (17.0)
		Overall			B (14.5)	B (16.0)	B (16.1)	B (15.4)	B (18.2)	B (17.9)
4	Humboldt Parkway SB & Northampton Street	S	EB	TR	A (4.5)	B (11.8)	B (11.7)	A (4.7)	B (11.4)	B (11.3)
			WB	LT	A (2.9)	B (10.6)	A (9.7)	A (2.9)	A (6.7)	A (6.6)
			SB	LTR	C (24.7)	A (4.5)	A (4.7)	B (16.9)	A (6.8)	A (7.1)
		Overall			B (15.3)	A (7.5)	A (7.4)	B (10.1)	A (8.0)	A (8.1)
5	Humboldt Parkway NB &	S	EB	LT	A (6.7)	B (11.7)	B (11.6)	A (6.2)	B (11.9)	B (11.9)
			WB	TR	A (3.9)	B (11.2)	B (11.2)	A (3.8)	A (9.9)	A (9.7)
	Northampton Street		NB	LTR	B (18.4)	A (4.0)	A (4.0)	B (17.9)	A (5.7)	A (5.9)
		Overall			A (7.1)	B (10.4)	B (10.3)	A (5.9)	B (10.7)	B (10.6)
6	Humboldt Parkway SB & E Utica Street	S	EB	TR	A (3.6)	B (10.1)	B (10.2)	A (4.9)	B (12.9)	B (13.0)
			WB	L	A (7.8)	B (10.3)	B (10.5)	A (8.1)	A (9.9)	B (10.1)
				T	B (8.1)	A (9.5)	A (9.5)	A (9.3)	A (9.8)	A (9.8)
			SB	LT/TR	B (13.9)	A (5.2)	A (5.3)	B (18.0)	A (7.7)	A (8.0)
		Overall			B (10.9)	A (7.0)	A (7.2)	B (13.2)	A (9.3)	A (9.5)
7	Humboldt Parkway NB & E Utica Street	S	EB	L	A (8.8)	A (9.6)	A (9.5)	A (9.0)	A (10.0)	B (10.0)
				T	A (9.2)	A (9.4)	A (9.3)	A (8.6)	A (8.8)	A (8.7)
			WB	TR	A (8.6)	B (11.7)	B (11.8)	A (7.8)	A (9.2)	A (9.2)
			NB	LT	B (12.1)	A (6.6)	A (6.8)	B (12.6)	A (9.5)	A (9.9)
				R	A (3.5)	A (2.5)	A (2.5)	A (3.3)	A (3.1)	A (3.1)
		Overall			A (10.0)	A (7.9)	A (8.0)	A (9.6)	A (8.8)	A (8.9)
8	Humboldt Parkway SB & E Ferry Street	S	EB	TR	B (11.9)	B (18.8)	B (14.1)	B (17.4)	B (18.0)	B (18.7)
			WB	L	A (7.2)	B (11.0)	A (8.7)	B (13.3)	B (13.8)	B (15.9)
				T	A (6.3)	A (8.1)	A (6.6)	A (7.9)	A (8.1)	A (8.3)
			SB	LT	C (28.9)	C (24.6)	C (33.6)	F (93.2)	F (94.4)	F (93.9)
				R	A (3.4)	A (3.0)	A (3.3)	A (3.6)	A (3.6)	A (3.8)
		Overall			B (14.9)	B (15.1)	B (17.2)	D (39.6)	D (40.3)	D (40.4)
9	Humboldt Parkway NB & E Ferry Street	S	EB	L	B (19.8)	D (39.6)	C (30.2)	E (62.5)	E (65.8)	F (83.1)
				T	B (11.9)	B (15.7)	B (12.2)	C (20.2)	C (21.3)	C (25.4)
			WB	TR	B (10.7)	B (17.3)	B (12.6)	B (15.0)	B (15.6)	B (16.2)
			NB	LT	B (11.2)	B (12.6)	B (11.4)	B (18.7)	B (19.9)	C (22.1)
				R	A (3.8)	A (4.3)	A (3.8)	A (4.3)	A (4.4)	A (4.6)
		Overall			B (12.8)	B (20.0)	B (15.6)	C (26.2)	C (27.6)	C (32.7)

[1] WB, EB, NB, SB – Westbound, Eastbound, Northbound, and Southbound
[2] S – Signal
[3] L- Left, T – Through, R – Right, LT – Shared Left Through, TR – Shared Through Right, LTR – Shared Left Through Right
[4] A (x.x) – Level of Service (average delay per vehicle in seconds)

INTERSECTION LOS FILL IN OPTION FOR TRAFFIC YEAR 2019, 2021, 2027

NOT PROVIDED BY NYSDOT

TRAFFIC ANALYSIS SUMMARY

CLAIM I - It would be difficult for the surrounding roadways, such as NYS Route 198 (Scajaquada Expressway), Interstate 190 (I-90), and arterial roads, such as Genesee Street, Broadway, and William Street, to accomodate the increase in traffic and delays without capacity improvements. (NYSDOT PSR pg 55)

RESPONSE - The claim that Genesee Street, Broadway, or William could not handle the traffic capacity is not backed up by evidence as no arterial roadways show a V/C ratio above 1.0

CLAIM II - 1-90 is already operating near or above a V/C ratio of 1.0; the v/c ratio would increase with implementation of Concept 10

RESPONSE - The existing roadway network that would be relatively unchanged by maintaining the status quo is already over 57% capacity in some areas.

The 2045 PM peak hour for the existing roadway network on NYS Rte 198 WB from NYS Rte 33 to Main Street shows a V/C over 61%. This would not be mitigated under the build alternative

The criteria of a V/C ratio over 1.0 on any road segment could be used to dismiss **ANY** considered alternatives

The Tunnel Build alternative has many intersections that show a LOS of E or F

A speculative mention of increased vehicular and bicyclist accidents was used to dismiss allowing traffic to be redirected onto Genesee Street. The intersection with the highest Crash Rate is at W Ferry and N Humboldt where the build alternative will be installing bike lanes.

Ambulances do not come from hospitals.

A traffic analysis dismissing option 10 was not completed until far later than the Project Scoping report. With this in mind it appears the project scope was developed arbitrarily.

The lack of a 2019 Intersection LOS comparison between the Tunnel Option and the Fill-in option make it extremely difficult to compare.

ENGINEERING JUDGMENT CALLED INTO QUESTION:

61% over capacity for the build condition is considered acceptable but a slight increase of 16% over capacity on the NYS Thruway under concept 10 is not.

The following segments have an existing V/C ratio above 1.0 and will not be improved further under the build alternative:

NYS RTE 33.

WB between Rte 198 & Grider Street:
Existing: 1.31 (PM), Concept 10 shows a substantial 33% increase, 1.74

NOTE: This section is a **1 lane ramp** that brings eastbound traffic from the 198 onto the EB 33.
Lane widening, although usually not the corrective solution, could mitigate v/c since the existing condition is necking down 3 lanes to 1.

NYS RTE 198, Scajaquada

WB between Rte 33 & Main Street:
Existing: 1.56 (AM), Concept 10 shows 3% reduction, 1.51
Existing: 1.57 (PM), Concept 10 shows a 8% reduction, 1.45

WB between Main Street & Parkside Ave
Existing: 1.45 (PM), Concept 10 shows a 23% reduction, 1.11

190, THRUWAY

EB between Walden Ave & NYS Route 33:
Existing: 1.03 (PM), Concept 10 shows a marginal 9% increase, 1.12

WB between Walden Ave & NYS Route 33:
Existing: 1.09 (PM), Concept 10 shows a marginal 6% increase, 1.16

EB between Walden Ave & William St
Existing: 0.96 (AM), Concept 10 shows a marginal 6% increase, 1.02
Existing: 0.96 (PM), Concept 10 shows a slight 10% increase, 1.06

EB between William St & 1-190
Existing: 1.06 (PM), Concept 10 shows a marginal 8% increase, 1.15

RADIAL STREETS

Main Street, SB between NYS 198 & East Ferry St
Existing: 0.72 (PM), Concept 10 shows a substantial 47% increase, 1.06, however just **6%** over capacity

NOTE: NO OTHER RADIAL STREET OR LOCAL ROAD (e.g. WILLIAM, WALDEN, SYCAMORE, GENESEE, BROADWAY, MAIN, KENSINGTON, JEFFERSON, BAILEY, BEST) SHOW A V/C OVER 1.00 UNDER CONCEPT 10

THIS ANALYSIS WAS NOT SHARED WITH THE PUBLIC BEFORE, DURING OR AFTER THE PROJECT SCOPING, DDR/EA, OR AT ANY OTHER POINT.